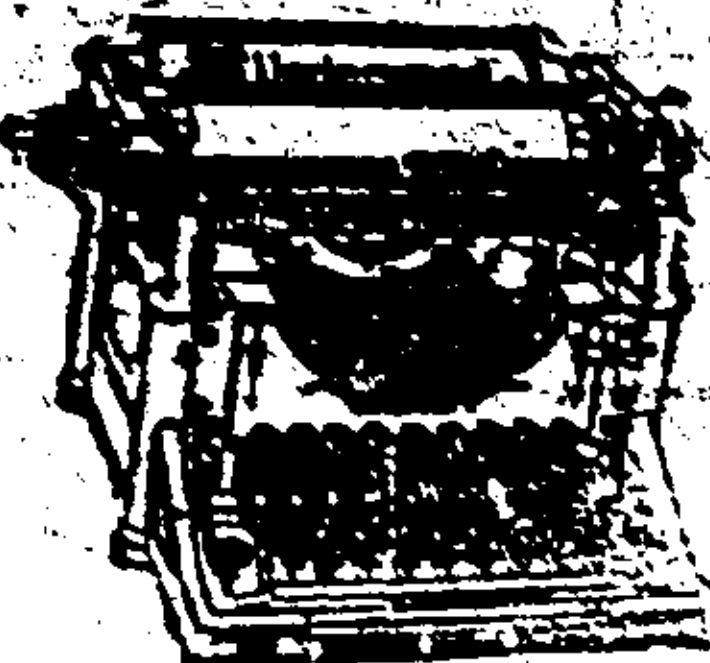


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MOTOR SIDE-CARS.

DISCUSSION ON ENGINES.

At the Birmingham Chamber of Commerce recently, Mr. G. S. Caudwell read a paper on the engine of the sidecar machine, a synopsis of which should be interesting. Only engines of over 500 c.c. piston displacement were dealt with, as with the volumetric efficiencies at present attained, a smaller engine was considered quite unsuitable for serious sidecar work.

On the question of cylinder cooling Mr. Caudwell observed, that he only dealt with air-cooled engines, as sufficient experience had now been acquired to show that in the range of sizes under discussion, water cooling was a quite unnecessary elaboration. Air cooling would be perfectly satisfactory under right conditions, but very little attention appeared to have been given to it by the designers of motor cycle engines. A careful examination of a cylinder of, say, a 1906 $3\frac{1}{2}$ h.p. Minerva engine, and any 1919 cylinder, showed no essential difference whatever in design, except that the valves and passages were slightly larger, but the pitch, number and disposition of the cooling ribs, and the thickness of the walls, remained practically unchanged. Mr. Caudwell remarked that it was really surprising that engines kept as cool as they did when

now or air to them were considered, the cylinder being usually placed behind a tube which was not streamlined, while in front of that was a mudguard, which might be anything up to 8 in. wide, and might have been designed for the express purpose of acting as a scoop to deflect the air away from the cylinder, while the magneto was also frequently placed in front. In the same way there were tubes and mudguards in the rear to obstruct the closing in of slipstream, if one should ever be formed. It was to be seriously questioned if our much talked-of experience with air-cooled engines during the war had taught us a great deal that would be of use when applied commercially. Better cooling was undoubtedly needed, as it would give longer cycle sizes of engines there was no need to think about forced lubrication, at the trough system was quite adequate. He stated that of all types of engines the single was the heaviest, largely on account of the heavy flywheels required, especially when placed inside the crank case. One popular engine weighed 68 lb., but the average, he said, was 85 lb. The V-twin was somewhat better, the average weight being about 100 lb. for the 1,000 c.c. engine. He could not give the weight of flat twins, but the four-cylinder, he said, was the lightest of all. The 1,170 c.c. four-cylinder Henderson, complete with clutch, gearbox, kick-starter, magneto, carburettor and silencer, weighed only 128 lb.

Finally, Mr. Caudwell observed:

and, in permitting the use of a higher compression ratio, would improve thermal efficiency.

With regard to crankshafts and flywheels, Mr. Caudwell said he could not understand why makers of single-cylinder and V-twin cylinder engines, with few exceptions, have always placed the flywheels inside the case. "The disadvantages of this method of construction are numerous and obvious," he said, "while advantages seem to be non-existent. A car engine with an 85 mm. bore cylinder has a crank pin about $\frac{1}{2}$ in. diameter by $2\frac{1}{2}$ in. long, so that it is extraordinary that there should be many thousands of motor cycle engines running with crank pins of this size in the middle of the largest measure, and about equally, by the flat twin and four-cylinder engine. The flat twin engine has certain advantages in the way of fewer working parts, but, as generally placed, the cooling of the back cylinder is very inefficient and the cylinder is also inaccessible; in fact, it cannot be removed without taking the engine out of the frame. Doubts are often expressed as to the advisability of placing a four-cylinder engine in the hands of an unmechanical public, but the success of the owner-driven light car should be sufficient to dispel any fears on this score. When the motor cycle becomes as good as the car it will be similarly left alone, except by the undesirable few."

In the discussion that followed, Mr. J. E. Greenwood of the Sunbeam Co., while agreeing with most of the author's paper concerning four-cylinder engines from an idealist's point of view, said that as a commercial proposition it was a very different matter. The single of 500 to 600 c.c. he maintained, was simple, economical, and reliable, and although theoretically it was impossible to balance, the bad balance could be reduced. He mentioned one factor, which

The placing of the flywheels inside the crank case means, too, that the diameter cannot exceed about eight inches, so that they have to be unduly heavy. The average weights is from 25 to 35 lb. per pair, which is about one-third the total weight of the engine. Bearing sizes, too, seem quite inadequate, although these are usually of the ball or roller type. Although it is a wonderful testimonial for the makers that these bearings may have a life of over 10,000 miles.

As to the piston and connecting

STORMY TEACHERS' MEETING.
The London Teachers' Association held a demonstration at the Kingsway Hall recently in favour of higher pay. There was a stormy scene when the chairman put to the meeting a resolution asking that I.C.E.C. put into operation the standard scale of salaries as suggested by the Association in 1919. The motion was practically unopposed and passed. The speaker continued to say that unless such a scale was adopted, teachers' associations were bound to continue to be a "cave of lions" for the Government.

EMIGRATION TO DOMINIONS.

SCOTTISH BOOM
EXPANDED
EMIGRATION

In the House of Commons on April 21 it was announced that the Government had decided to grant free passages to the Dominions to "ex-Service men who are accepted approved settlers under any settlement scheme of the overseas Governments, or can show that they have assured employment awaiting them, and are otherwise acceptable to the authorities of the Dominion to which they wish to proceed." The same privilege is extended to women who have served in any of the recognised women's service corps, including the Land Army.

Recently there has been opened at 59, Victoria street (previous to the Passport Office) an "Overseas Settlement Office," which is originally a sub-Department of the Colonial Office. Within the last few days a Committee appointed by the Department has been engaged, in consultation with representatives of the overseas Dominions, in the preparation of a scheme for giving effect to the Government's decision. Yesterday, at a meeting held in the Colonial Office, the scheme was approved, and in a day or two the details will be published.

We understand that it is proposed to make the fullest use of the existing immigration machinery of the Dominion Go-

ability of applicants for State-aided emigration. Each of the Dominion Governments, through its High Commissioners or Agents-General in London, already possesses an organisation for the examination and approval of intending settlers, and under the proposed scheme the approval of these immigration authorities will continue to be required. The Employment Exchanges will also play a part in the scheme. Men and women wishing to obtain free passages will be required to get the sanction of the Exchanges in their application at the Exchanges and lodge them there, and it is possible that the exchange machinery will be employed for purposes of verification. Inquiries made show that little progress in the emigration of British ex-Servicemen is anticipated until early next year. The

they have had during the war, and continue to have, many inquiries from men and women desiring to emigrate, have naturally done little or nothing in the way of assisting people to leave their own country. At present, and for some time hence, the repatriation of our own soldiers will probably have the first claim on our resources, and the shipping available or in sight does not justify any hope that they will be in a position to give much help in this year to British ex-Service settlers. Still less is it likely that they will be prepared to give assistance to civilian settlers, at any rate until they have had some experience of the effects of the new Overseas Settlement

Our Glasgow Correspondent telegraphs:—From inquiries with the leading shipping companies on Clyde-side, as being urged it is evident that, as soon as transport facilities are available, there will be a great exodus of emigrants from Scotland to North America. As soon as the mistake was signed numerous inquiries were made at the various shipping offices as to prospects for emigration, and all agents are anticipating that, except travelling restrictions

The chief reason for this is the fact that for fully four years there has been no emigration, and the people who would have left the country but for the war are anxious to get away at the first opportunity. Ex-Service men, unwilling to return to sedentary occupations, are also anxious to improve their fortune overseas; while the influence of Dominion and American soldiers who have been quartered in the country has had

unsettling effect upon many people. Among those anxious to migrate to North America is a large section of the mining community who are tired of the unsettled condition of the Labour market, and think that they will escape these industrial upheavals on the other side.

—Times.

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COULD GERMANY HAVE WON? **KAISER'S NEGLECT OF ALL** **WARNINGS OF PEOPLE.**

The *Times* Rundschau publishes a long review of a new book in which Colonel Bauer discusses the reasons why Germany lost the war. The author and the reviewer agree that the inquiry not only has a technical and historical interest, but affords material from which a deeply stirred nation may find stimulation for her sense of pride and impulse towards the renewal of her strength.

Colonel Bauer concludes that, from the military side, the war could have been won, but that the Government, with the Kaiser at its head, neglected all the warnings that were given them as to the unsatisfactory military condition of the people. He blames the Socialists, who believed that an easy peace could be obtained, admitted Bolshevism, and in 1918, did not deal sufficiently firmly with the Emperor.

A criticism. The initial plan of campaign, says the Colonel, was based on the conception of a rapid victory in the West. This did not happen, partly because of the "calamity" that struck in the saddle at the critical time, and partly because in 1913, through fear of the Reichstag, the strength of the Army was not brought up to the standard. The battle of the Marne, with the subsequent "probably entirely unnecessary retreat," gave a tragic turning to a victory that was already practically achieved.

The second phase, (the driving back of the Russians, the conquest of Serbia, the Verdun offensive, and the defensive battles of the Somme) could not lead to a military decision. The third phase began with the assumption of command by Hindenburg and Ludendorff, and was characterised by far-reaching reorganisation of the forces on the field and at home. It comprised the brilliant offensives against Rumania, Russia and Italy, and the collapse of the enemy's offensive in the West. "Thus at the end of 1917 Germany had reached the summit of her military success, and when the Russian Revolution happened she was free to seek a decision in the West with all her strength."

THE U-BOAT OFFENSIVE. The U-boat offensive was a powerful aid, and might well have led to a decision by the spring of 1919, although "it was introduced with clumsy diplomacy, begun without sufficient technical preparation, and not pushed with the requisite vigour." The war could have been won but for the political collapse at home, and the chief cause of that collapse was the failure of the Government to "realise that only victory could end the war favourably for Germany," and their consequent temporising with pacifism at home and their overtures for peace.

The Government and the Crown sincerely believed in the honourable intention of the Social Democrats to found and to support a Monarchy based on the people's will. Under the influence of this illusion, they gave way step by step, until all was lost—not merely the Monarchy, but Germany herself. For Germany to re-establish herself she must recognise the meaning of the history of the past, and realise that her collapse came from the abandonment of the true German ideals.

GENERAL NEWS.

SINN FEIN ASSOCIATION ILLEGAL. This *Daily News* Lobby Correspondent writes that at Westminster recently there were strong rumours that the Government intend to adopt a forcible policy in Ireland against Sinn Fein. It is being freely stated that the Government will proclaim Sinn Fein as an illegal association, and that Lord French will carry out this policy. Mr. Ian Macpherson's position in this matter is being criticised.

STRANGE FOOD WOMEN EAT. Countess Ferrers, presiding at annual conference of the Association of Teachers of Domestic Subjects, referred to the great importance of home and family life. Whenever she went into a restaurant she was amazed at the strange food which young women ate there. This was largely due to need of education of food values. She advocated that domestic science should be made a compulsory part of the education of every woman in the country, and that no rank should be allowed to escape from it.

NOTICES

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ACKNOWLEDGEMENT.

Mrs. B. J. Botelho desires to thank the friends of her late husband, for their expressions of sympathy in her recent sad bereavement, also for the numerous floral tributes.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 12, 1919.

THE SHANGHAI PRESS LAW.

It was with considerable surprise that we first learned of the intention of the Shanghai Municipal Council once more to put before the ratepayers a resolution to provide almost unlimited powers of censorship over the Shanghai Press. We had two very good reasons for being taken aback at the announcement, the first being that we felt convinced the Municipal Council would never again attempt to introduce the measure after the emphatic manner in which it was rejected when originally put before the ratepayers some four years ago, since it must have been perfectly clear that at no time would any really representative meeting of ratepayers concede such powers. Besides that, the fact of the war having been concluded deprived the Council of any kind of justification for seeking such powers, and there was left absolutely no other good excuse to put such a proposal before an intelligent body of voters. These two reasons should have been sufficient, we considered, to convince the Council of the futility of attempting to get anything like a majority of votes. But we had forgotten one point, which indeed we should have remembered, and that is that the Council had on previous occasions endeavoured to get resolutions passed by relying on the Japanese vote to carry the day. Recalling this fact, we now see clearly why the Council revived the censorship resolution or rather, as we prefer to call it, the Press-muzzling resolution at this present stage. The Chinese Press is a power in the land in Shanghai, and is naturally as much up against any kind of infringement of its rights as is the foreign Press and the Councilors no doubt saw their chance of getting the Japanese vote en bloc and approval thus secured for their resolution. That is exactly what has happened. The Japanese vote, which has carried the measure through, is no more representative of the Shanghai community than would have been a vote of the Germans against their expulsion, and if the Shanghai Municipal Council, which is supposed to represent the community and undertakes to carry out the wishes and desires of the public, as expressed by a majority of votes at any meeting of ratepayers, intends to enforce the measure after the manner in which it has been secured, then we say unhesitatingly that it is the duty of the ratepayers to elect a new Council at the next annual meeting. But here again comes a difficulty. It is easier said than done to elect a new Council, since there exists in Shanghai a pernicious system of plural voting. One has only to look through the list published in the *Municipal Gazette* every year as to who is entitled to vote and who is not and how many votes are allotted to each particular ratepayer, to become convinced that the Shanghai Municipal Council comes pretty near to being a self-elected body. We cannot go into details here as to why the Council desires to pass this measure, but it is clear they have an axe to grind; otherwise they would be content to rely on the very efficient method provided by the *Common Law* for dealing with newspapers who offend the public. We do not believe for a moment that the measure will be ratified, but we should much prefer to see the Council voluntarily throw out the resolution as being entirely unrepresentative, since it has been passed by a packed meeting of Japanese who, at this juncture, would possibly vote for anything that would be likely to infringe the rights of the Chinese. The whole business is nothing less than a scandal.

NOTES AND COMMENTS.

THE CABLE DELAYS.

We are about getting tired of all the Parliamentary discussions regarding the abominable cable delays, and we presume that business men in general are experiencing a like feeling. This breakdown in the cable service for that is practically what it amounts to—has been going on for months now, and it seems that the only satisfaction that can be secured from the complaints which are continually being made, is that "every effort is being made to restore the cables, and repairs are expected to be completed at an early date." That is the latest official pronouncement on the subject, and it is for all intents and purposes a mere echo of dozens of similar assurances made in the recent past. We have to thank friends in Parliament for the way in which they are emphasising the seriousness of this matter, so far as British trade in the Far East is concerned. To say that "British business interests are being prejudiced" is to put the case very mildly. It would be more correct to assert that business is being rendered impossible. What this means at the present juncture should be patent to anybody. Whilst British commercial interests are being tied hand and foot through this terrible mix-up, the nationals of other countries are going ahead, establishing new connections and "getting in" whilst British traders have to stand by and look on. We are now informed that there is a scheme afoot for extended wireless facilities, which the Postmaster General hopes will be carried out shortly.

"ENOUGH HOPE."

We have had enough of this "hoping" business. Surely the obstacles in the way of a successful dealing with this matter are not insuperable. Some of the delay is no doubt due to mechanical causes, but we should like to know how far the existing censorship affects the question. That it does involve some delay there can be no doubting. Anyhow, business men have long since exhausted their patience on the subject, and if the situation is not soon remedied, it will take many months, and possibly years, to win back the trade we are now losing through these irritating delays. The Press, and thus the public also, has a grievance in this matter as well, for the delays mean that such news as we get over the wires is decidedly stale. A few days ago it looked as though the arrears were being caught up, but now again we are some four days behind time. That is not very pleasant either for the newspapers or the public. But what can we do about it? Only grin and bear it, we suppose. But the thing has long since got beyond a joke, and it's about time the responsible authorities at Home realised the fact.

THE ATLANTIC FLIGHT.

Though the honour of first flying the Atlantic does not belong to the British airship R.34; there are some features about her successful flight over the huge expanse of water that make her feat a truly wonderful one. In the first place, the trip was made from Scotland, and not the nearest point in the British Isles, with the result that a distance of over three thousand nautical miles was covered. This was accomplished in about four and a half days, the average speed of the airship being somewhere in the region of thirty miles an hour. Another point is that no fewer than thirty passengers were carried, and some idea of the size and weight of this air monster may be gained from the fact that she carried sixteen tons of petrol. By accomplishing this wonderful flight unaided, the R.34 has established two records. She is that first airship to "cross the Pond" and she has made a longer flight than any other aircraft. It must have been a most hazardous and perilous undertaking, but British pluck, endurance and enterprise have succeeded.

CONDUCT OF WOMEN.

Mr. Justice Darling, in the course of a case at the Old Bailey recently, remarked that the harm done by women to the moral character of this country was far beyond any material damage that had been done. In nothing had it done more harm than in the relaxation of standards on the part of the women of this country. It had now reached a point where it could be said that women were the cause of the moral decay of the nation.

DAY BY DAY.

THE MAN WHO KINGS TO BE GOOD IN THIS WORLD, MAY MISS FIRE IN THE NEXT.

His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Friday, the 25th of July.

The s.s. Loongsang departed from Hongkong yesterday for Manila with 66 saloon and steerage passengers and full general cargo.

The s.s. Taksang departed from Hongkong yesterday for Haiphong via Hoihow with 11 saloon and steerage passengers and a general cargo.

The King's Exequatur empowering Cavalieri Emilio Elio to act as Consul for Italy in Hongkong has received His Majesty's signature.

The E. and A. St. Albans left Sydney for this port (via Queenland Ports) Sandakan and Manila on 9th instant and may be expected to arrive here on or about 30th July.

It is notified that His Excellency the Officer Administering the Government-in-Council has appointed Saturday, the 19th of July, to be observed as a General Holiday.

Inland Lot No. 2271, Kennedy Road, comprising 8,890 square feet, is to be sold by auction at the P.W.D. offices on July 28. The upset price is \$1,778 and the annual Crown rent \$62.

His Excellency the Officer Administering the Government has authorised Inspector Martin Earner to act under the Dangerous Goods Ordinance, vice the late Inspector Albert Terrett, 10th July, 1919.

His Excellency the Officer Administering the Government has been pleased, provisionally and pending the receipt of instructions from His Majesty's Government, to recognise Mr. Gunnar Ludvig as Honorary Vice Consul for Sweden in Hongkong.

We are requested to state that the Consul for France and the members of the French community will be "At Home" to their friends at the Hongkong Hotel from 5 to 7 p.m. on Monday the 14th July, to celebrate the French National Day.

His Excellency the Officer Administering the Government has appointed Inspector Martin Earner to be an Examiner of Weights and Measures and also an Inspector under the Gunpowder and Fireworks Ordinance, 1901, vice the late Inspector Albert Terrett.

His Excellency the Officer Administering the Government has appointed the Hon. E. V. D. Parr and Mr. G. C. Moxon to be Members of the Recreation Grounds Committee, as representatives of the Royal Hongkong Golf Club and the Hongkong Jockey Club respectively, vice the Hon. Mr. David Landale and Mr. T. F. Hough.

On the evenings of the 18th and 19th July a very large supply of electric current will be required in connection with public illuminations. It is requested (says the *Government Gazette*) that on these evenings the use of current by private consumers may be as far as possible restricted. In no event should current be used by private consumers for the purpose of illuminating their premises.

The following telegram from His Excellency the Officer Administering the Government to the Secretary of State for the Colonies, dated the 5th July, 1919, is published in the *Government Gazette* for general information:—"Your telegram of June 27—Community of Hongkong desires me to express their respectful congratulations to His Majesty the King and to thank His Majesty for his gracious message on the signing of the Treaty of Peace."

We have received the following from a correspondent:—J. C. Bain, (The ex-Rail Rovers footballer and Scottish cricketer) is expected to turn out for the Hongkong eleven during the coming season. "Jamie" was one of the fastest and toughest outside rights produced by the "Lang Toon" (Kirkcaldy) team and is as good a shot as he is fast. He was in the eleven that took Rail Rovers into the First Division of the Scottish League, and should the play regularly be sure to prove an attraction to lovers of the "Soccer" game in Hongkong.

1894. HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending July 21st, 1894.)

THE DOLLAR.

July 16.—The rate of the Dollar, on demand, to-day is 2s. 1d. 7/8.

PROPHESIES FULFILLED.

July 16.—It is the intention of the Government to build a much needed market at Tai-kok-sui. What with a market and the new road, there will be great improvements in that district a few years hence.

SARCASTIC.

July 16.—We understand that the Hongkong Government has under consideration, if it has not actually been decided upon, the construction of a lighthouse on the hill at the back of Messrs. Blackhead and Co.'s godown at Kowloon Point. It is intended to serve as a leading light for vessels entering the port after dark, so as to prevent their colliding with the Kowloon Observatory.

THE PLAGUE.

July 18.—The Plague statistics for the last 24 hours are suggestive enough of the famous policy of the authorities to which this journal has so earnestly directed public opinion. Instead of being finished, this fatal epidemic, is likely enough only in its infancy.

SCARCITY OF CHAIRS.

July 18.—Throughout yesterday afternoon the greatest difficulty was experienced by persons desirous of engaging public chairs; this morning there were none at all to be had for love or money and it was generally rumoured that the coolies had resolved on an organised strike. Enquiries, however, revealed the fact that the coolies have, whether judiciously or otherwise at this particular time may be a matter of opinion, been investigating the matter of guarantees and the whereabouts of the necessary guarantors. A great number of the latter have "cleared" from Hongkong on account of the plague.

THE HONGKONG AND SHANGHAI BANK.

July 19.—We learn that subject to audit, the Directors of the Hongkong and Shanghai Bank propose at the forthcoming meeting to declare a dividend for the half year of £1 per share, place \$300,000 to the credit of Reserve Fund and carry forward to next half year \$126,460.04. This must be regarded as an eminently satisfactory result considering the frightful condition of trade in the Far East since the beginning of this year.

AN OLD STORY.

July 20.—Jones—Which is the best paved street in Hongkong?

Old Soak.—The one where the P.W.D. officials reside.

THE FRENCH "AT HOME."

The Committee in charge of the celebration of the French National holiday in Hongkong wishes to remind the general public of the "At Home" to be held at Hongkong Hotel on Monday afternoon. There will be no personal invitations, only this general invitation, which is extended to all the friends of the French community. The usual official reception at the French Consulate will not take place, but will be replaced by this "At Home" of the whole French community in the more informal form of a reception and *Thé Démenti*. The Hongkong Hotel orchestra will supply music. The French community, will thus on 14th July (the official "Peace Day" in France) express its appreciation of the hospitality received in this Colony, as well as of the sympathy shown to France by Hongkong during the war.

NEW FRENCH GAMBLING LAWS.

The Senate again discussed recently the Bill dealing with the new regulations for casinos and gambling houses. It has been decided that no gambling establishment shall be permitted within 60 miles of Paris. Consequently the casino at Enghien will not be allowed to reopen.

PEACE CELEBRATIONS.

THE FISH LANTERN PROCESSION.

We are now in a position to give approximately the route to be taken by the fish lantern procession, as at present arranged, although it is subject to alteration. Starting from the Racecourse, at 8 p.m. on Saturday, 19th inst., the procession will pass along Wanchai road to No. 2 Police Station, turn up to Queen's Road East, pass the Wanchai Market, then proceed to the City Hall, turning down to Des Voeux Road. Thence it will turn along Chater Road, from Watson's Dispensary to Butterfield and Swire's office, then to the Praya and straight along to Wing Lok Wharf. The procession will pass along Wing Lok Street, west to east, and then out to Des Voeux Road to the Post Office. Thence it will proceed through Pedder Street to Queen's Road Central, along the Fire Brigade Station (No. 5 Police Station) and turn down to Bonham Strand and Bonham Strand West. Coming out in Des Voeux Road West it will then proceed through Centre Street to Queen's Road West, returning along that thoroughfare past the Ho Shing Theatre to the Fire Brigade Station, where it turns up to Wellington Street, descending thence again to Queen's Road Central through D'Aguilar Street. From there it proceeds straight along to Arsenal Street and Praya East returning to the Racecourse through Morrison Hill Road. The subjects for the tableaux in this procession have not been definitely decided upon. They are being arranged in Canton and the description of them, with a brief history explaining their significance, will probably be supplied later, though it is not expected it will come in time for inclusion in the official programme. The Street Decoration Committee advises that 23 triumphal arches are being erected in Hongkong, each with two shields, bearing the names of notable Generals and Admirals respectively.

LICENSING BOARD. ANOTHER ELECTION.

It is notified that an election by the Justices of the Peace of a Justice of the Peace to serve on the Licensing Board from the 10th July to the 31st December, 1919, during the absence of Mr. Arthur Rylands Lowe, will take place in the Office of the Registrar of the Supreme Court on Monday, the 21st of July, commencing at 4 o'clock in the afternoon.

Every nomination must be personally handed in by the candidate or by his nominator or secondor not later than 4 o'clock on Wednesday, the 16th day of July, 1919.

The only persons entitled to vote at the election are the Justices of the Peace.

Voting will commence at 4 p.m. and continue until 5.30 p.m. when the ballot-box will be closed.

JUNE WEATHER. ABNORMAL HEAT.

Meteorological observations made at the Royal Observatory, Hongkong, show that the average maximum temperature during June was 87°. The highest point reached was 90.6° on the 26th. There were 10.81 inches of rain and 239.5 hours of sunshine, whilst the average humidity was 83°. The mean maximum temperature for the month has been exceeded on only two occasions, namely, in 1906 and 1911, when it was 87.2°. The mean minimum, 79.4, has been exceeded on only one occasion, namely, in 1911, when it was 79.7°. The absolute minimum, 76.2, was the highest on record. The mean vapour tension, 0 in 92, was equal to the previous highest on record.

THE CHANNEL TUNNEL.

Overheard on the last ferry to Kowloon:—
Jones:—Shay ole chap, I shes by the Telegraph they are goin' to make that Channel Tunnel at last.

Smith:—Whash that? You mean the Tunnel Channel.

Jones:—Thash ri, the Tunnel Channel.

Smith:—Wash matter with you? It's the Channel Tunnel.

Jones:—I know what I'm speaking about all ri; it's the Tunnel Channel.

Smith:—Oh, all ri; havi't your own way. I don't care a tinker's cuss whether they have a Tunnel Channel or not, but what about the Hong-kong-Kow-to-Kow-ho-Tunnel?

TO-DAY'S MISCELLANEOUS.

The oldest of all newspapers appears in Peking, (says the *London Daily News*) where the *Journalists' Association* has passed a resolution asking their European confreres to devote more attention to Chinese affairs. The *Peking Gazette*, founded in A.D. 1601, was for a long time the only journal allowed to be published in China, but within the last 60 years a number of others have been established. Ly Chacang, a Chinese mandarin, in an account of the journalism of his native country, says that in no other country are newspapers treated so respectfully as in China, where all the children are trained to venerate anything in the shape of printed matter.

Have Treasury notes made the work of the pocket more difficult? The theft of a bulky pocket-case in an inside pocket would seem to be a simple matter compared with the taking of a small sovereign purse tucked away in the waistcoat pocket, but the fact remains that Scotland Yard have not had so many cases of pocket-picking recently as a few years ago. The child thief has almost entirely gone, and the "game" is now practically confined to small gangs of young men who make their harvest in London. Burglary and theft are more scientific to-day than ever before. The motor-car thief is usually an expert engineer; cloth, fur, cigar and wine thieves have proved themselves to be connoisseurs and safebreakers know the qualities of such dangerous materials as gelsignite.

There is a possibility of the United States not being in a position to enforce national prohibition on July 1st. Mr. Roger, head of the Government's Internal Revenue Bureau, declares that there is no provision in the law as passed by Congress, as to how prohibition as a wartime measure shall be made effective. Its enforcement is automatically left to the prosecutions by the Department of Justice. It is suggested that influences will be brought to bear on Mr. Wilson to issue a proclamation declaring that the demobilisation of the American Army is completed. This would automatically prevent prohibition becoming effective on July 1st, and would postpone the "bone dry" era until January 16th, 1920, when America becomes permanently a prohibition country through the action of the recent constitutional amendment. Unless, of course, the strong opposition now developing should cause the amendment to be quashed.

May 27th was the hundredth anniversary of the birth of Julia Ward Howe, who in 1861 wrote the Battle Hymn of the Republic as a more appropriate marching song for the Union armies than "John Brown's Body," in which they, and their successors of the great war, took such incurable delight. Mrs. Howe composed the verses in the sub-consciousness of waking the morning after she had been joining in the soldiers' Hallelujah Chorus at Washington. The hymn made no special stir when published in the "Atlantic Monthly," three months later, but it speedily conquered the country. Mrs. Howe in later years was an amazingly vigorous evangelist of reform. She wrote, lectured, and preached—became, indeed, the incarnation of the distinctive Boston spirit. Hardly an American writer of the century could rhyme with greater facility. She was well known to a wide circle in London. Her death at 91 marked the passing of the old Boston group.

A sign not only of returning peace, but of the present rural prosperity, is the revival at Oxford of the Bampton Lectures. Before the war they had been suspended in alternate years on account of agricultural depression, the lecturer's stipend being derived from the rent of a Wiltshire farm. This famous foundation has for its purpose the defence of the Christian religion and the refutation of heresies, but the Bampton lecturers have been responsible for some rather heterodox utterances. Among such are the discourses of Bishop Hampden, against which the Tractarians protested; of Mansel, which Herbert Spencer, in "First Principles," cited as containing the essential principle of agnosticism; and of Dr. Hatch, whom Addison named a "hatching henery." A familiar Oxford legend relates that an old Revere Bodell used to boast that he had attended Bampton lectures officially for 30 years, and thanked God he was still a Christian.

NOTICES

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THE GERMAN PROTEST.

SCENES IN BERLIN.

Mr. George Young, the Berlin correspondent of the London Daily News, describes a visit to a meeting in Berlin summoned to protest against the peace terms. The meeting was held at the Circus Busch which is described as a very dingy and dilapidated circus. The correspondent writes:—

As we come in Freiherr von Richthofen is perorating a sort of commination service, each verse of which is received with a loud response. The Paris Conference is worse than the Congress of Vienna (aah). France is outrageous and robbing Germany when wounded and a prisoner (aah). But not a yard of German soil shall be surrendered without consent of its population (aah). Germany can be dissected alive, but England will be disgraced and America dishonoured (aah), and a time will come when such outrages will find their retribution (aah). A roar of applause which rouses the wild beasts in their dens, so that they roar in unison. The Paris diplomats have at last succeeded in stirring up again the weary wolves of war where they were lying licking their wounds.

But then, like a thin trickle of cold water into a boiling pot, comes the aged, anxious voice of the patriarchal Bernstein. He begins by reading the resolution of the Berne Conference, but we are here to attack the Paris Conference, and get restless, shouting "Zur Sache" (come to the point). He speaks of the fair-mindedness of the British delegates there, trade unionists as well as independents, and concludes that England as a people wishes to be fair to Germany; this can even be seen in developments at Paris. But we don't share this optimism—Blodsinn (bosh), is about the mildest of our interjections. But Bernstein, nothing daunted, maintains that if Germans bring facts before the English the English will be fair. "Quite true," shouts an elderly man near by. "What do you know about it?" cries a youth some rows away. "I have been longer in England than you have in the world, Lausbub," retorts the man.

"TOO LATE." Bernstein again becomes audible, talking about Alsace Lorraine.

THE GAG.

(Instructions have been given to all commanding officers in the Army to note among their subordinates any shortness of temper, and to mention the same in reports.)

Ye youths, from Sandhurst or the Shop,
If in the Army you wish to stop,
Attend, I pray, to what I say,
And guard your tempers day by day.
A lurid moment now and then
May wreck the career of the finest men.

Oh, be careful.
Oh, my young friends, do be careful.
Oh, be careful,
In speaking to the men.

If Private Jones declines to stir
At the word of command of his officer,
Oh, see that oaths of no sort or shape
From your wrathful lips are allowed to escape,
Suppress your feelings, and try to learn
To be a contented subaltern.

Oh, be careful.
Oh, my young friend, do be careful.
Oh, be careful,
Impulsive subaltern.

P. G. Wodehouse in the Globe

IMPERIAL PREFERENCE.

HOW ENTERPRISE IN JAVA MAY BE AFFECTED.

The effect of Imperial Preference on British enterprise in the Netherlands East Indies is the subject of a letter which has been sent to the Chancellor of the Exchequer by the heads of British firms interested in that region. The letter points out that in the event of higher Customs duties being levied on produce imported from the Netherlands East Indies, "British traders operating in those islands will be faced by difficulties which will undoubtedly adversely affect them." The categories of enterprise thus concerned are summarised as follows:—

(1) Companies which own estates in the Netherlands East Indies.

(2) British firms which concern themselves with the export of Netherlands East Indies produce.

(3) British firms in London which are interested in marketing this produce.

(4) British commerce, shipping, and trade generally.

"In the first place, the estates (both British-owned and Dutch-owned) operating in those Dutch colonies will—if the tariff has any result—find it difficult to market their produce in the markets of the United Kingdom, and will consequently be forced to find markets in other countries—namely, the United States and Germany—and as a result Netherlands India will be driven to procure from these countries its supply of manufactured articles. American and German financiers, bankers and insurance will follow, and the position of British interests in these important branches of trade will decay. Nor can it be doubted that if German trade with Netherlands India grows, while British trade diminishes, German political influence in Holland will grow, to the detriment of British interest.

"It is to be foreseen that Dutch commercial men and Government officials in the Netherlands East Indies will resist a policy which will not permit them to export their produce freely to British markets. It is to be feared that they may take up a hostile attitude and that they may, therefore, pursue the policy of seeking to further improve direct trade relations between Holland and the East, by no longer giving British enterprise the fairplay which it has hitherto received, and by encouraging as much as possible their trade with other Powers which are already strong competitors with us."

The Chancellor of the Exchequer, in reply, says "that he does not think he can usefully add to the exposition of the policy of his Majesty's Government, which he has given in the House of Commons."

THE PRICE OF JAPANESE BEER.

Three Japanese Beer Companies, namely, the Dai Nippon, the Kabuto, and the Kirin, have raised the price of beer from the 20th ult. by Y3 per case, containing four dozen big bottles, and by Y1.50 per case containing four dozen small bottles.

reaction. After the Finance Minister Schiffer has welcomed our quite unobjectionable resolution from a balcony of the Reichskassei, a young officer suddenly appears in another balcony waving a black, white, and red flag, adjuring us to swear loyalty to it. We are prepared to swear anything by now without much bothering what it is, and find ourselves being moved along towards the Tiergarten.

As we pass the British Embassy suddenly the officers' procession begins to shout and wave to a flabby-faced portly person bowing and smiling on the kerb. Ludendorff! By the undying fingo! Well what next? Then to Bismarck's statue where officers offer tributes of rhetoric and wreaths, and finally a schoolboy, climbing the pedestal, calls for cheers for the Kaiser, while a clique below start up "Heil Dir im Siegerkranz." But this is a bit too much for the bystanders. "Where's your Kaiser? Where's your victory?" shouts one. "You give us the Kaiser," growls a soldier behind me, "and we'll give him a wreath all right—round his neck, and pulled tight."

Well, the German dynasties exploited Luther and his Protestant movement. I doubt they will succeed in exploiting the national Protestants of Germany, who are revolting against the inflexible autocracy of the Kaiser.

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HONGKONG TRADE.

CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, dated July 10, states:—

Cotton piece goods and fancy cotton goods.—We have to record another active period. The big cotton strike in Lancashire has put an end to further operations at present.

Cotton yarn.—The scarcity of supplies restricted operations; hence a limited business was done. Values continue soaring upwards and advances of \$5.10 per bale have to be recorded. Quotations are—No. 10s at \$220/250. No. 12s at \$232/255. No. 16s at \$270/285. No. 20s at \$285/320. Arrivals nil. Sales 1,500 bales. Shipments 300 bales. Unsold stock 2,000 bales. Bargains 20,000 bales.

Woolens.—Market firming up. A few sales are reported from stocks. Clearances of army cloth etc. have been made and shipped to Shanghai.

Raw Cottons.—No arrivals and nothing doing. Quotations are nominal. Indian, descriptions \$44.50/56. Chinese staple \$46/58.

Flour Market Report.—Stocks.—About 200,000 sacks. Quotations—American Patent \$3.80 per sack; Shanghai Flour 2nd \$2.92 per sack; Australia No. 1 \$3.00 No. 2 \$2.70 per sack.

Metals.—No business. Coal.—No quotations. Sugar.—Market quiet.

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NEW TERRITORIALS.

Mr. Forster, for the War Office, informed Col. Burn in the Commons recently that the present intention was to reconstruct the Territorial Force on its pre-war basis. Under that organisation the Territorial Force consisted of fourteen divisions, composed of units of artillery, engineers, infantry, E. & S. C. and E. A. M. C. There were 14 mounted brigades and coast defence troops. In a further reply, Mr. Forster said that due notice papers and attestation forms were now being prepared for the Territorial Force, and attestation forms could be signed as forms were provided. Attestation forms would date from Nov. 1, but registration of names could be carried out at any time. The Territorial Force would be reorganised on the pre-war basis, and the Territorial Force would be reorganised on the pre-war basis.

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JAPAN	22nd July	due Calcutta. 13th August.
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FOR SHANGHAI & KOBE.

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Empress of Japan	Oct. 20	Nov. 16
Empress of Russia	Oct. 30	Nov. 17
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SHIPPING NEWS.

TONNAGE MEASUREMENT

Attention was drawn by Mr. A. T. Wall, in a paper before the Institution of Naval Architects, to some effects of recent legislation and modern machinery in tonnage measurement. He pointed out that although the principle of measuring the actual earning space of a ship is adopted in all maritime countries, there are many variations in details which give the same ship very different tonnage under different rules. Gross tonnages do not vary very greatly except on account of the exemption for shelter deck and certain superstructure spaces as allowed under British rules, but this causes very different values, for instance between American and British measurements. The allowances for net tonnage are very varied, the particular rule adopted for propelling space deduction having most effect. There are however, many other differences which cannot be justified. The British law for propelling space allowance provides that when the tonnage of the space solely occupied by and necessary for the working of the boilers and machinery is above 13 per cent. and under 20 per cent. of the gross tonnage, the deduction shall be 32 one-hundredths of the gross tonnage. If the space does not lie between these limits the deduction is 134 times the actual space. This rule was adopted in 1854, when tank boilers and reciprocating engines were the principal power units and coal the main fuel. Since then, and especially during the last 10 years, great advances have been made, and modern machinery such as geared turbines, water-tube boilers, oil engines, electric transmission and oil-fired boilers, frequently occupied less than 13 per cent. of the gross tonnage. The result is a considerable increase in net tonnage. There is, of course, some gain in cargo space, but it is not proportional. In the case of a 600 ft. intermediate passenger and cargo steamer, with oil-fired water-tube boilers and double-reduction geared turbines, the gain in cargo space would be 6 per cent. and the increase in net tonnage, 26 per cent. with an estimated annual loss of revenue of £4,000. The progressive shipowner who adopts modern machinery will therefore generally lose money through paying high tonnage dues abroad as well as at home. Matters would be made more equitable if ships with propelling spaces not exceeding 13 per cent. of the gross tonnage, instead of having the 32 per cent. deduction, were allowed a deduction of the same percentage of 32 as the actual propelling space is of 13 per cent. For example, a ship with 10 per cent. propelling space would have a deduction of 10/13 X 32, or 24.6 per cent. instead of 17.5 per cent. as under the present rules. The ship just referred to would then lose practically nothing as compared with the same vessel fitted with the old type of machinery.

MADRAS HARBOUR.

The Hon. Sir Francis J. E. Spring, K.C.I.E., M.A.S.T., C.E., etc., Before retiring to the "Homeland" from the Engineer-Chairmanship of the Madras Port Trust, published an account of the work he had accomplished during the 15 years 1904-1919. Sir Francis Spring was born on the 20th January, 1849. He came out to India and joined the Public Works Department as a Stanley Engineer in 1871, when 21½ years of age, and retired from Government service in 1904 under the 55 years' rule, having served for 33½ years and made a name for himself as one of the foremost engineers in India. Prior to his retirement from the Indian Public Works Department, he was offered the Chairmanship of the Madras Port Trust by the Madras Government, and entered on the duties of this new office on the 6th February, 1904, and later combined these duties with those of Chief Engineer to the Trust on the 3rd November, 1905. When Sir Francis Spring first took over the Madras Harbour, he told the members of the Madras Port Trust plainly that what they had got was as much suited to the trade of Madras as the open roadstead and the old ocean pier. His task during the last 15 years has been the gigantic scheme of reconstructing and remodelling the Madras Harbour, so as to make it one of the most up-to-date, safest, and quickest in the East, instead of what it had hitherto been, a mere fair-weather harbour, dangerous at certain seasons of the year and one of the slowest in dealing with cargo.

SHIPPING.

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SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To
SHANGHAI & TSINGTAO	Kwangse	13th July at 8 p.m.
W'WEI, CHEFOO & T'SIN Kueichow		14th July at noon
MANILA, CEBU & ILOILO	Taming	14th July at 5 p.m.
HONGKONG	Hangchow	15th July at 11 a.m.
SHANGHAI	Sinkang	15th July at noon
SHANGHAI	Suiyang	17th July at noon
SHANGHAI & TSINGTAO	Chenau	20th July at 8 p.m.
SHANGHAI	Yuan	22nd July at noon

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Regular Fortnightly Service between
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Steamer	From	Expected on or about	Will leave on or about	To
Tjibodas	Java	In port	25th July	Java
Tjipanas	Japan	16th July	19th July	Java
Tjikini	Java	18th July	23rd July	Shanghai
Tjiuwong	Java	28th July	3rd Aug.	Japan

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

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Steamships	Captain	Leaving
Quinnebaug	Medina	TUES. 15th July at 11 a.m.
Hailong	J. W. Evans	FRI. 18th July at 1 p.m.
Haitan	A. H. Stewart	TUES. 22nd July at 1 p.m.

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INDO-CHINA STEAM
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Projected Sailings from Hongkong, (Subject to Alteration).

For	Steamship	On
SHANGHAI	Wingsang	Sun., 13th July at 8 p.m.
HAIPHONG	Loksang	Wed., 16th July at 8 a.m.
SANDAKAN	Hinsang	Wed., 16th July at noon
TIEN-TSIN	Cheongshing	Fri., 18th July at 11 a.m.
MANILA	Yuenang	Fri., 18th July at 3 p.m.
STRAITS & Calcutta	Chaksang	Fri., 18th July at 3 p.m.
SHANGHAI	Choysang	Sat., 19th July at 8 p.m.
MANILA	Loongsang	Fri., 25th July at 3 p.m.

Calcutta Line.—This line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

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SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Passengers on this line have a limited amount of passenger discount.

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"EASTERN"	Melbourne, via Queensland Ports	26th Aug., 11 a.m.

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PICTORIAL SUPPLEMENT.



Photo: Tokyo Asahi Shimbun.

Unveiling of bronze statue of the late Danjuro Ichikawa, Japan's greatest actor.



Photo: Topical Press.

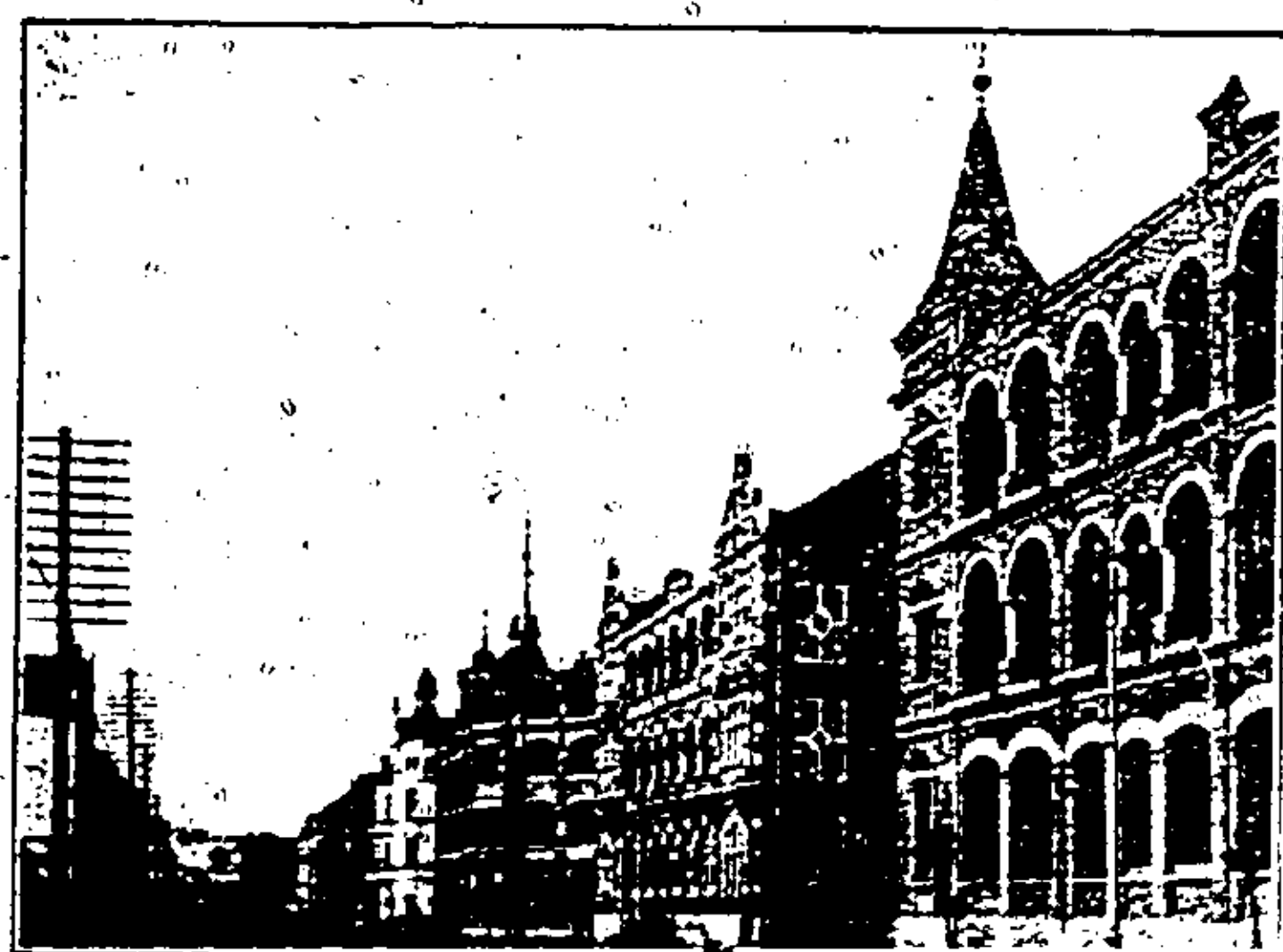
VICTORY LOAN SCENE IN WASHINGTON.

Miss Billie Burke, the well-known actress, sold her first Victory Loan Bond to Rear Admiral Sims, and the second to Burke Edwards, her namesake.



Photo: Tokyo Asahi Shimbun.

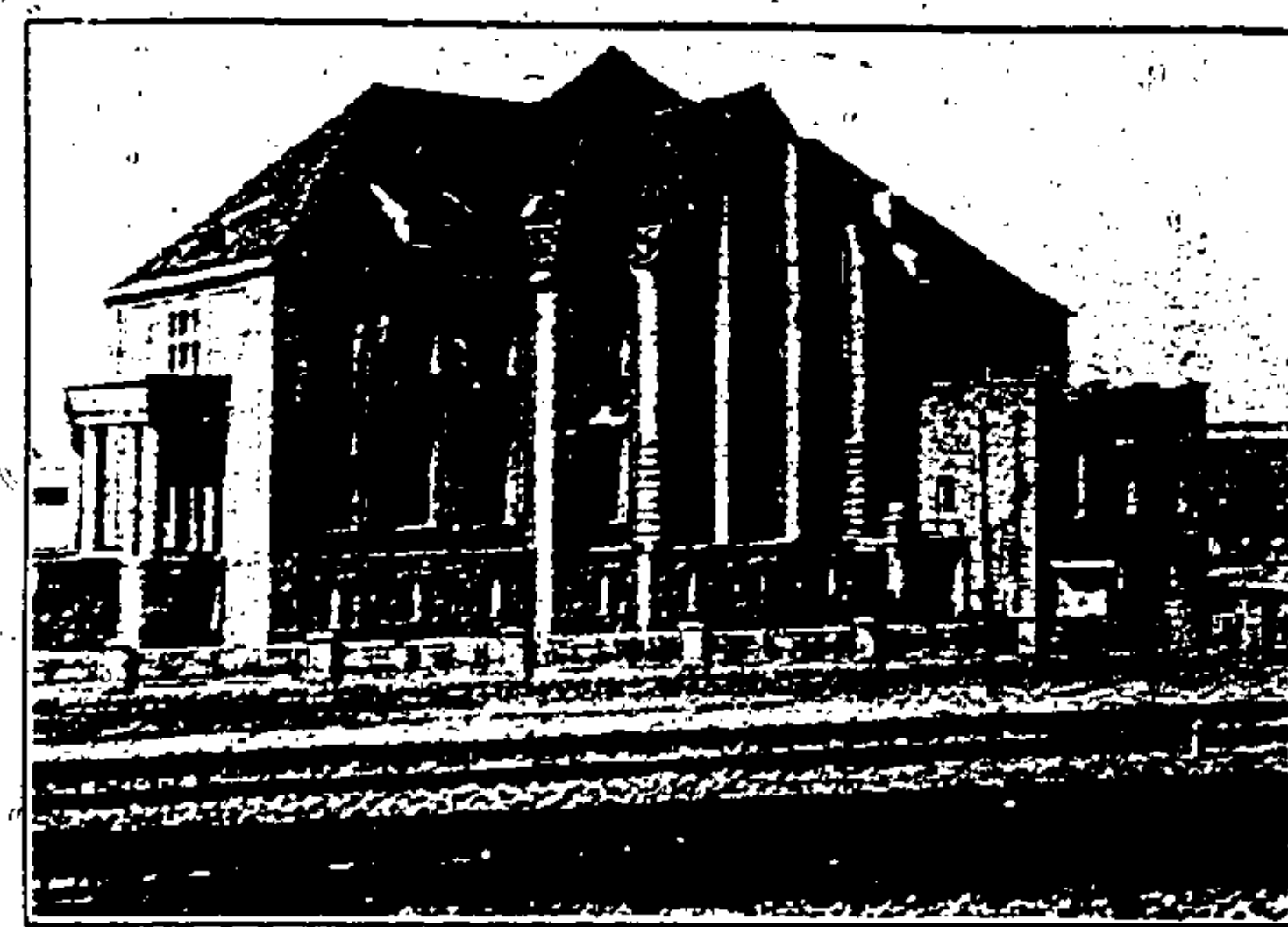
Miss Kikuye Horikoshi, granddaughter of the late Danjuro Ichikawa, the unveiling of a statue to whom is shown in another picture.



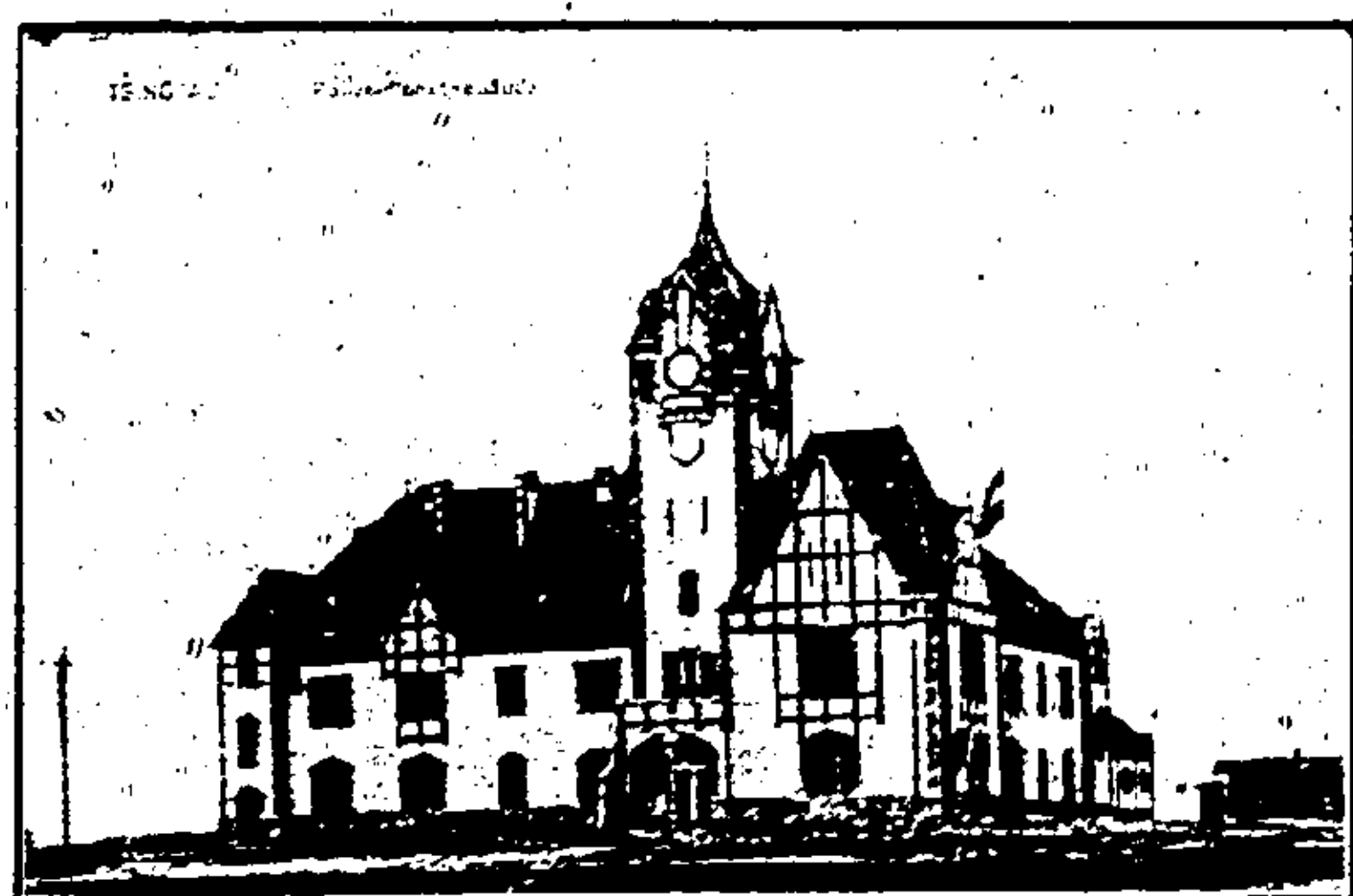
Typical Buildings in Sagamachi, formerly Prinz Heinrich Street.

TSINGTAU—ITS STREETS & BUILDINGS.

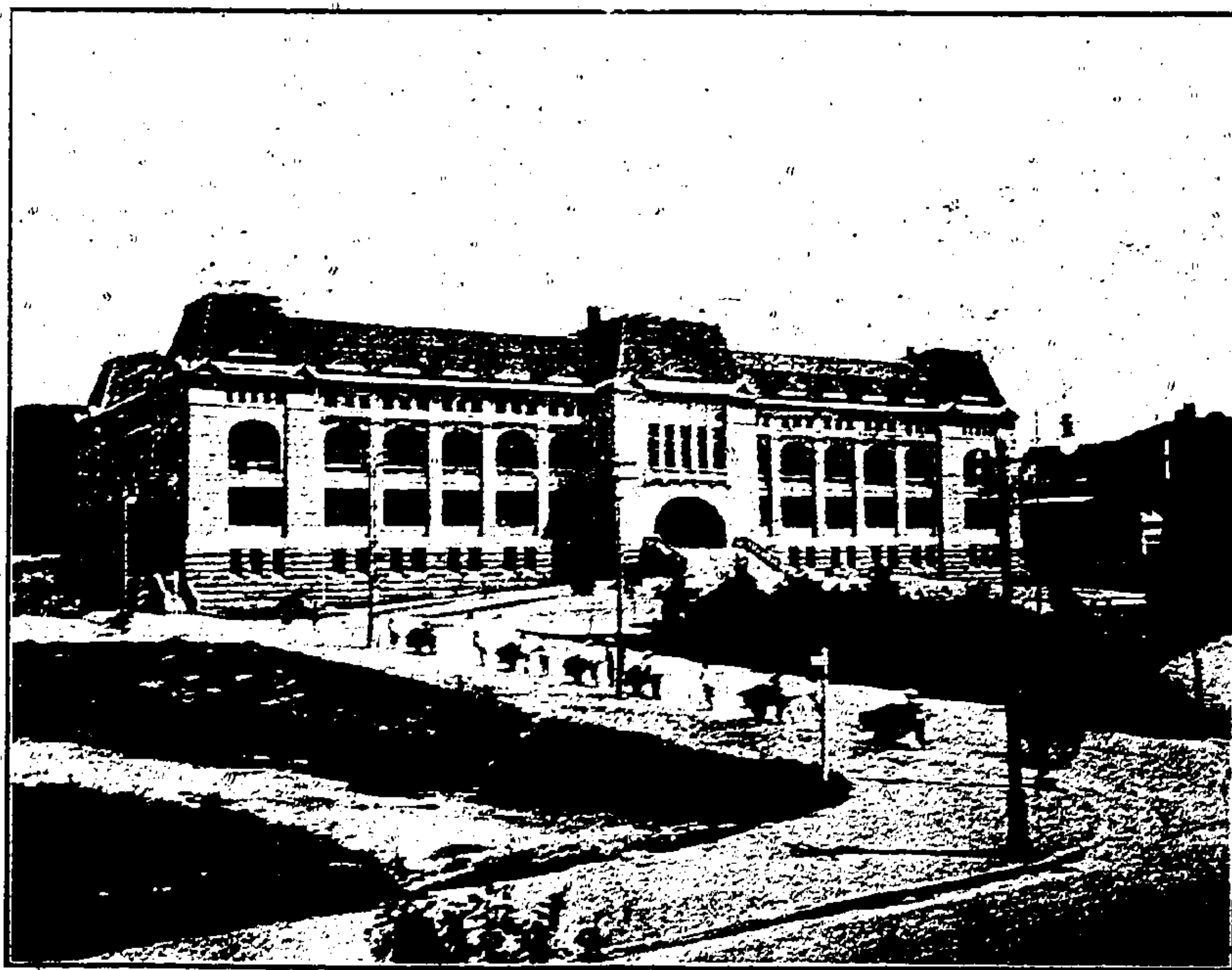
(Photos: Far Eastern Review).



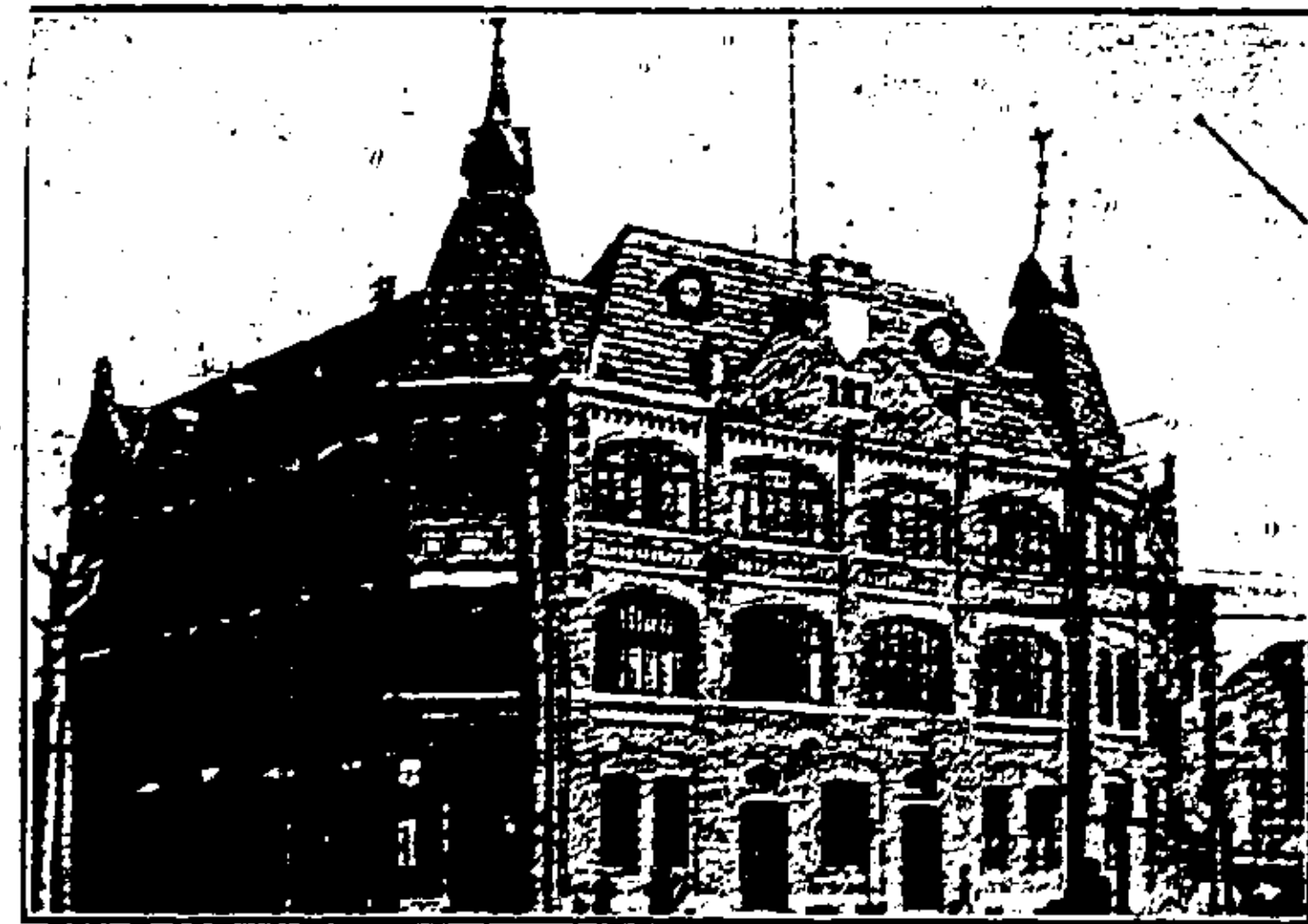
THE CUSTOM HOUSE.



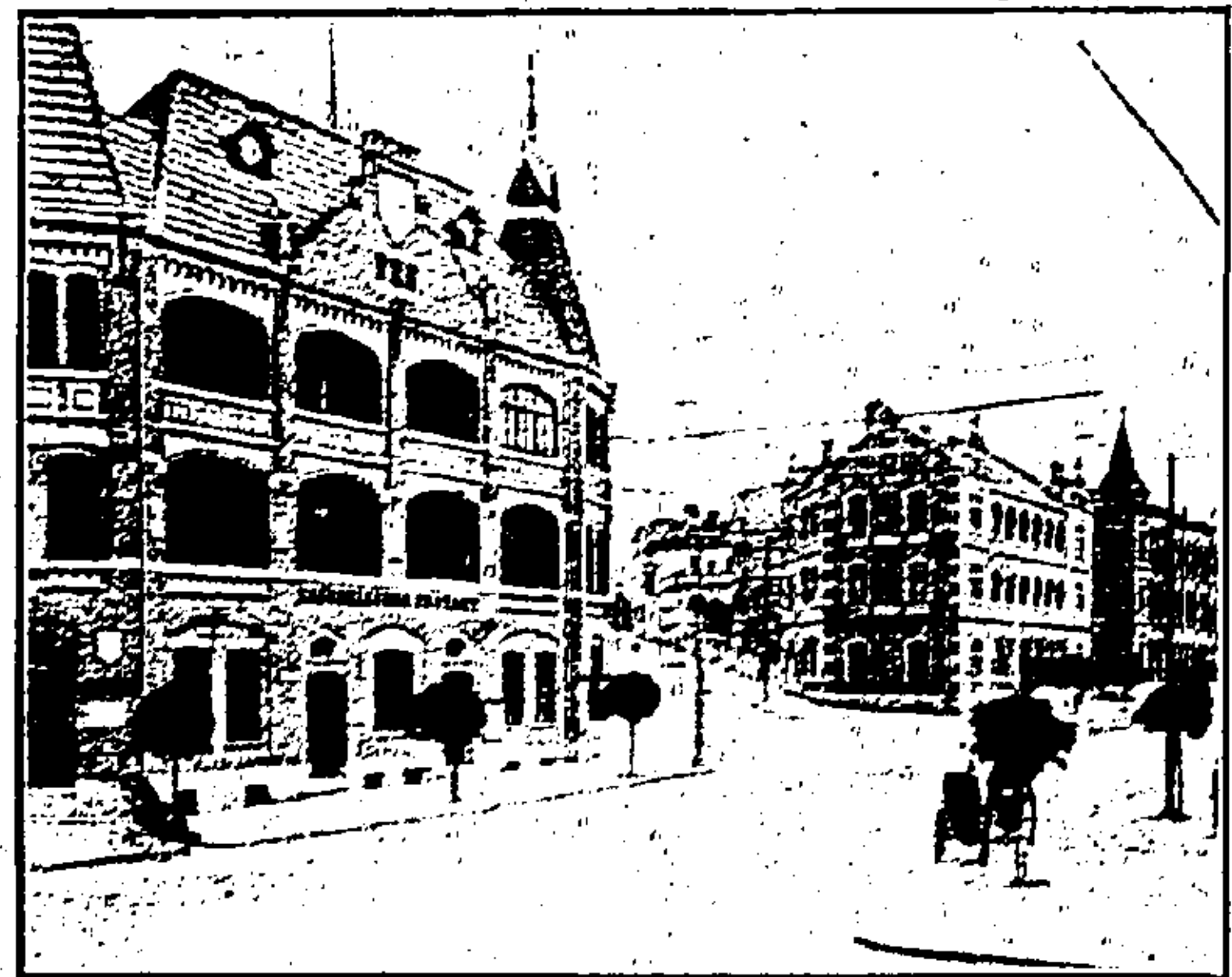
Police Headquarters under German Administration.



THE GOVERNMENT BUILDING.



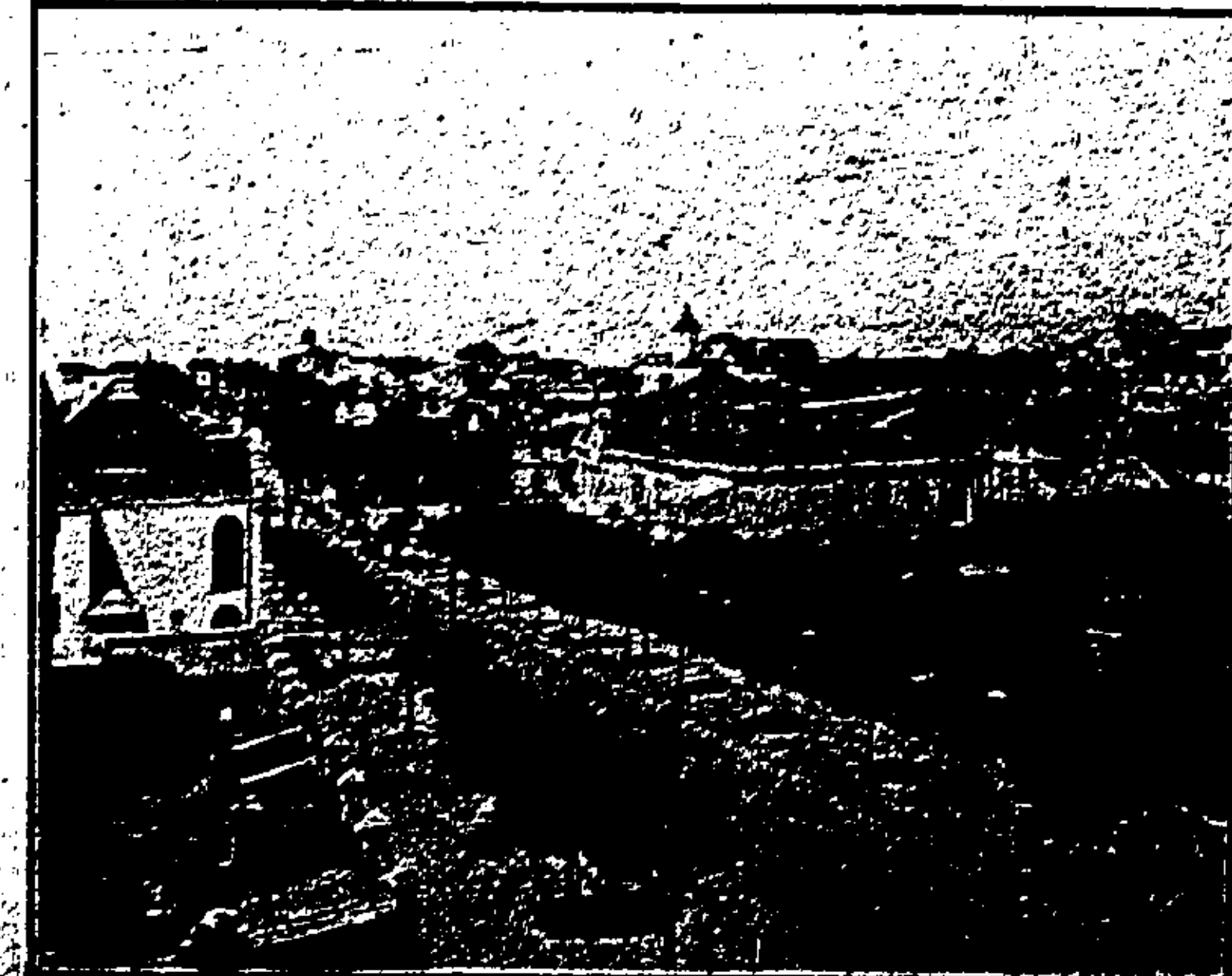
THE FORMER GERMAN POST OFFICE.



Types of Tsingtau Buildings—Post Office in foreground.



Shantung Street—The main Chinese business street.



Igou Road—A Tsingtau thoroughfare.

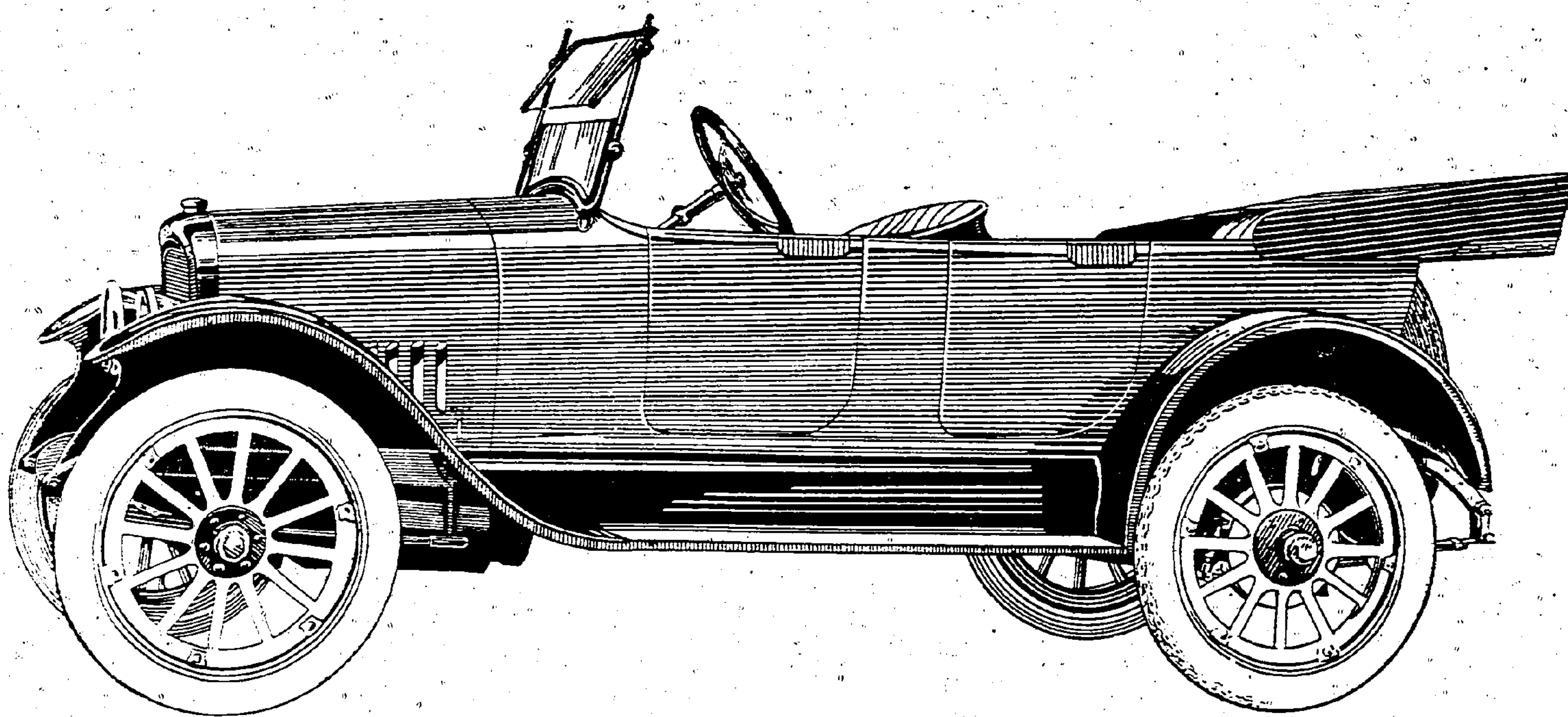
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GERMAN MUSIC.

SHOULD IT BE PLAYED?

Mr. A. Kalisch writes in the *Daily News*:

I have drawn attention to the very interesting articles and letters in the *Musical Times* on the question of the permanence of all Beethoven's music. One might have thought that the comparatively small audience at the Beethoven Festival at Queen's Hall were directly, or indirectly, a result, were it not that the production of Elgar's new works also resulted in many empty seats, and assuredly no one has of late been trying to belittle Elgar in the Press.

A free and frank discussion of Beethoven on purely musical grounds is one thing and very wholesome, but an attempt to persuade us that it is patriotic to condemn all German music is quite another, and still another, and a much worse thing, is the suggestion that the predominance of German music in this country for the last half-century has been the result of super-Machiavellian propaganda.

The ball was set rolling the other day by M. Diaghileff, the very able director of the Russian Ballet. Beethoven, he exclaimed, was a mummy, Brahms a putrefying corpse, and Schumann a sick dog baying at the moon. (When he said that he must for the moment have forgotten the Carnival, which has inspired his artists to some of their most delightful efforts.) England, he continues, has only tolerated these things because German propagandists forced German music down their throats. Now a leading article in the *Daily Mail* repeats the charge, and adds that gloomy sentimentalism is the only stock in trade of German music.

To the scrap heap, then, with the futile gloom of "Le Nozze Figaro" and the flabby sentiment of Beethoven's Fifth Symphony. The writer may be pleading a good cause, but he certainly will not help it by such arrant nonsense.

WHAT THE PUBLIC WANTED.

It is a curious thing that if English love of German music from 1850 onwards is the result of sinister propaganda, nobody should have found it out till 1914. It is surely an insult, both to the intelligence and the honesty of the countless British managers and societies who have produced German music. They did so, obviously, because they found it was what the public wanted. All through the war, let us not forget, Beethoven and Wagner were the only things that crowded Queen's Hall at the Promenade Concerts. Of course, everyone who went there, including thousands of soldiers, was either a German in disguise or a very stupid English victim of German intrigue. And what of Sir Henry Wood? This is on a par with the argument that Germany captured trade only by dishonest methods—as if no German trader had ever supplied anybody with anything good or useful or cheap.

But, it is said, musical enterprise, and especially the big musical societies in places like Manchester, Liverpool, Leeds, and Bradford, came under German influences. Perhaps they did; but why were native music lovers so apathetic as to permit it? It was, presumably, always open to them to devote as much energy (and money) to music as the foreigners did, had they wished.

It is a still more curious discovery that the British musical public is accessible to propaganda. For the last 50 years all serious writers on music have tried to kill the Royalty Ballad—its sales go up by leaps and bounds. For the last 20 years we have all been protesting against the deterioration of our lighter dramatic music, and the dividends of the companies providing it soar to heights undreamed of. For many years the Saturday and Monday Pops became more or less a Brahms propaganda—in one year, I remember, he monopolised about 70 per cent. of the season's programme, and the concerts died of inanition. Every writer in the Press pleads the cause of British composers, and the more British music is played the more the public stays away.

Then we are asked to consider, the analogy of the musical propaganda carried on by Germany in neutral countries during the war, but those who use that argument conveniently forget, if they ever knew, what was the end of that propaganda. In at least two of the neutral countries where it was most active the native producers of music protested against

OVER-SEAS BRIDES.

1,500 LEAVING ENGLAND FORTNIGHTLY.

Nearly 1,500 British girls are leaving England for Canada every fortnight as the wives of Canadian soldiers. They travel free of charge in transports with their husbands. About 9,000 brides, it is estimated, have gone to Canada this year. The total number of girls in Great Britain married to Canadian soldiers during the war is estimated at 32,000.

"The girls are a fine type," said an official of the Canadian Emigration Department. "They hail from Sussex to Aberdeen. Many are country-bred with a practical knowledge of farming that will be useful in Canada."

Many girls engaged to men who have gone back to Canada also apply for passports. These are granted only if the girls can furnish satisfactory evidence that they have been engaged for two years and that the men intend to marry them.

A considerable number of English girls are going to the United States with American soldier husbands. Others are applying for passports to the U.S. to join men to whom they say they became engaged in England. The American Consular Service is taking the most careful precautions to ensure that none of these girls shall fall into wrong hands, and they will consent to issue applicants' passports only after having ascertained from the immigration authorities in the U.S. that the men to whom the girls wish to go are willing, and able, to keep them.

A suspicion that an attempt is being made to attract English girls to the United States for nefarious purposes has caused the American Consul-General to circulate an American Consular officer in the United Kingdom requesting them to exercise "very great care."

unfair competition, and it had to stop.

THE LOGICAL CONSEQUENCE.

It is strange, too, to reflect that ten or fifteen years ago, when some writers were preaching the doctrine of "program" music and trying to convince musicians in this country that music might have some meaning or content outside itself, they were told that such theories were fetid emanations from the fuddled brains of German professors. Now anyone who does not protest that every bar of Beethoven contains the most virulent bacillus of Junkerdom is told that he is no patriot and is suborned by German gold. They talk a good deal of Wagner, too. That is a big subject, and a good deal may be said on both sides. But there is not much militarism in "Parsifal," and as to "The Ring," let us not forget that Siegfried always used to be considered the type of "the right of the individual to free self-determination"; that Wotan, who grasped at world power by force; Alberich, who stands for the capitalist's lust of gold; and Fafner, who sleeps on his privileges, comes to a bad end. Wagner, the revolutionary, fled for his life, a price on his head, in 1848, though he did write the "Kaisermarsch" in 1871.

To consider the question in the abstract, let us ask what would be the logical consequence of the boycott of German music because of Germany's action in 1914. Should we not have to say that Raphael had no sense of beauty and Michael Angelo's outlines lack majesty because we do not share Signor Orlando's views on the question of Fiume? Should we not have to condemn the Russian Ballet and all its works because of Lenin and Trotsky? Mr. Jones, who is a lifelong Liberal, would have to refuse to listen to a bar of music of Mr. Smith, because he (Smith) once addressed a meeting in favour of Robinson, the Coupon candidate. It is perhaps not wholly relevant, but still worth remembering, that men like Sullivan, Parry, Stanford, Cowen, and Elgar owed their first hearing to Mannes, Halle, and Richter when native musicians were deaf to their claims.

"Teutonic music is too dominant," said Sir Frederic Cowen wistfully long before the war, and truly enough. But the question will have to be decided ultimately on purely musical grounds. To suggest, "well, that musicians should do without Bach, Beethoven, and Wagner has as much sense as to say that students of English must dispense with the authorised version of Shakespeare or Shelley.

SIR HERBERT TREE.

MR. ASQUITH'S TRIBUTE.

Mr. Asquith, in the presence of a large assembly outside His Majesty's Theatre recently, unveiled a memorial tablet to Sir Herbert Tree. The ex-Premier was accompanied by Mrs. Asquith and Princess Bibesco.

The tablet records that the theatre was founded by Herbert Tree in 1897 and directed by him till his death in 1917. After the ceremony the friends and colleagues of the late actor assembled in the theatre to hear tributes to his life and work paid by Mr. Asquith, Lord Reading, Sir Squire Bancroft, and the Bishop of London.

Recalling his many years of friendship with Sir Herbert Tree, Mr. Asquith said only those who, like himself, were privileged for years to enjoy his friendship could realise what he was like in the more intimate and less public relations of life. There was not one of his friends, and they were many, who had not felt and did not feel the poorer for the loss of that wealth of vitality and that unfailing reservoir of true kindness and affection.

There were, said Mr. Asquith, few, if any, actors of our time for whom the sentiment of admiring and affectionate interest had been more widely felt than for Sir Herbert Tree. He was an artist through and through, and took his art seriously, and he was perhaps the least mercenary of men.

There was nothing that he grudged in time, in money, in industry, in study, in drudgery itself to the profession to which he had given his life. That was equally true of him as manager and actor. The magnificence not of vulgar display, but arising from infinite painstaking, and from a passion for thoroughness with which he put his pieces upon the stage was characteristic of the man. In range and versatility of parts Sir Herbert Tree was, he believed, not surpassed by any actor of our time.

During the afternoon Madam Clara Butt sang the "Lost Chord," and the orchestra of His Majesty's Theatre played a selection of music from Sir Herbert Tree's productions.

AMERICAN PACIFIC FLEET.

LATEST BATTLESHIPS.

Basing its judgement on opinions expressed in the American Navy Department and statements attributed to Secretary Daniels, the *Kokumin* predicts that the American naval policy of the future will be the organisation of a Pacific fleet of powerful warships of the Nevada type. The paper asserts that this opinion is confirmed by Captain Watson, Naval Attaché to the American Embassy in Tokyo.

The *Kokumin* published the following as the probable make-up of the Pacific fleet: battleships—Nevada, Oklahoma, Pennsylvania, Arizona, New Mexico, Mississippi and Idaho; armoured cruisers—Seattle, North Carolina, Montana, Huntington, Pittsburgh, Pueblo, Frederick, South Dakota. The paper believes that the fleet will also have thirty destroyers and about forty submarines.

The ships chosen are of the oil burning type which represent the latest designs in the navy and are especially useful for the Pacific Coast on account of the fact that the fuel is ready to hand in California.

The *Kokumin* predicts that the extent to which the fleet of America will be augmented in the Far East will be a surprise to the entire Orient, although there is no reason to suppose that South American and Australasian waters are not to be equally visited by the Pacific fleet.

The *Kokumin* points out that in the "Extreme Orient" there are already stationed three squadrons composed of gun-boats, which will be a great addition.

Furthermore it is rumoured, says the paper, that the construction of battle-cruisers to be dispatched to Asiatic waters in case of emergency is being advocated. Now that the German navy has been wiped out of existence and there is a tacit understanding between the two Anglo-Saxon world powers for a mutual predominance of the sea, it is most likely, continues the *Kokumin*, that America will reorganise the Pacific Fleet on the completion of these battle-cruisers, and that she will, at any rate, always maintain a very powerful fleet in the Orient.

ALIEN RESTRICTION.

STRONG POWERS PROPOSED.

In connection with the new Aliens Restriction Bill (continuing the Aliens Restriction Act, 1914) now awaiting the Standing Committee stage in the Commons, the Home Secretary has issued the draft of an Order in Council. As he explained on the occasion of the second reading of the Bill, Mr. Shortt's view is that it is preferable to proceed by Council Order for a further period in order to obtain experience instead of embodying the proposals in an act of Parliament. The main provisions of the Draft Order are as follows:

1. An alien coming from outside the United Kingdom shall not land in this country except with the leave of an immigration officer.

2. Such leave shall not be given to an alien to land unless he complies with the following conditions, amongst others:

(a) He is in a position to support himself and his dependents;

(b) He is not a lunatic, idiot, or mentally deficient;

(c) He is not the subject of a certificate by a medical inspector that it is undesirable he should land;

(d) He fulfils such other requirements as may be prescribed by any general or special instructions of the Home Secretary.

Aliens will have to register themselves in the same manner as has been necessary during the war, and furnish all details required, and hotel keepers and others must keep registers of aliens staying at their premises, and a central register is to be maintained by the Home Secretary. On the recommendation of the Admiralty or the Army Council any area may be declared a protected area, from which any aliens may be excluded altogether or permitted to remain under restrictions.

Power is proposed to be given to the police to close clubs and restaurants which have been frequented by aliens if they consider that the aliens so frequenting the premises are of criminal or disloyal associations or otherwise undesirable, or that the premises are conducted in a disorderly or improper manner or in a manner prejudicial to the public good.

Persons guilty of offences against the Order shall be liable on summary conviction to a fine not exceeding £100, or to imprisonment, with or without hard labour, for a term not exceeding six months, or on a second or any subsequent conviction twelve months. Any person acting, suspected of acting, or being about to act in contravention of the Order may be taken into custody without warrant.

The Order imposes no restriction or disability on any duly accredited head of a foreign diplomatic mission or any member of his household or of his official staff.

A Lobby Correspondent writes that the Anti-Alien Group in the House of Commons, with which Sir J. G. Butcher is associated, are dissatisfied with the Draft Order in Council. They complain that under it the Home Secretary is not obliged to do anything, while he has the fullest discretion as to deportations or prevention of immigration. They will press in Committee on the Bill for more positive enactment and a declaration of Government policy on aliens, as distinct from government by Order in Council.

AMERICAN TROOPS IN SIBERIA.

VOLUNTEERS TO REPLACE CONSCRIPTS.

On the 6th ultimo, says a Tokyo message to the *Asahi*, the American military authorities issued instructions to the recruiting officials, to enlist as quickly as possible 7,000 infantry with military experience, 600 men for the medical corps and 400 for the communications corps, for service in Siberia. The troops raised in this way will be collected at Camp Plymouth in California, and then be dispatched to Siberia in lots of 500. It is explained that this step does not imply any increase in the American troops in Siberia. What is intended is simply to replace troops raised in accordance with the war-time conscription law by the newly recruited volunteers. Immediately on the receipt of the message, however, American military authorities, and Johnson, raised opposition, and pressing himself in favour of the complete evacuation of Siberia by the American army. The question is the subject of a debate in the House of Commons on the 12th.

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NEW YORK—THE FEDERAL COMPOSITION & PAINT Co., Ltd., 17, BATTERY PLACE.

COMMERCIAL NEWS.

THE SUPER-ENGINE.

The secret of a new internal combustion engine—which had been strictly kept during the war—was fully disclosed at the Royal Society of Arts recently in a paper read by Capt. Frank E. D. Acland. The invention, which it is expected will have very far-reaching effects on the future of industry, is the result of many years of patient research by Mr. William Joseph Still, a British engineer, and others associated with him. Captain Acland said the new Still engine combined all the advantages of steam and internal combustion with the elasticity of the former and a higher fuel economy than the latter. Searching tests of the engine had been made by various Governments and by scientists and it was proved to use 25 per cent. less fuel per horse-power than any other engine yet constructed. The system had already been applied in practice to engines of small and large power using gas, petrol, or heavy oil. Engines had been constructed giving up to 500 h.p. per cylinder during the war. The engine was capable of using in its main working cylinder any form of liquid or gaseous fuel hitherto employed. It made use of the recoverable heat which passed through the surfaces of the combustion cylinder, as well as into the exhaust gases, for the evaporation of steam, which steam was expanded in the combustion cylinder itself on one side of the main piston, the combustion stroke acting on the other side. It increased the power of the engine, and reduced the consumption of the fuel per horse-power developed. Its primary object was not to use the waste heat for raising steam, but first to use it in improving the thermal conditions of the working cylinder, and so ensure the maximum efficiency from the fuel burnt within it, diminishing, as a consequence, the heat lost in that operation. One of the disadvantages of the internal combustion engine was that it could not start itself without some external source of power and could not develop its full power except at full speed. Mr. Still had solved the problem of making his internal combustion engine a "self-starter." The possibility of combining in one engine the superior thermal cycle at the high temperatures and pressures of the combustion engine with the low thermal cycle of steam to deal with its rejected heat, and, in the same engine, add the superior working advantages of the steam engine, was the basis of his work. Sir Charles A. Parsons, who presided, said all noticed the loss of steam from the radiators of motor-cars and buses. Engineers had been forced to think about the serious waste of energy, and Mr. Still had succeeded in utilising a greater part of the steam which came from the radiator, and had also tackled another drawback, namely its want of elasticity, especially in locomotives. In utilising the steam he had secured a reserve of power which was able to sustain a very large overload for a short time and which rendered the internal combustion engine much more suitable for use in the propelling of ships. A number of engineers, including Sir Donald Clerk and

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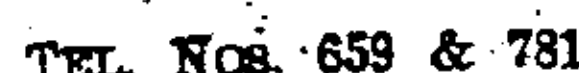
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TESTS FOR ARMEN

The easy win of McGuffey over Harry Reeve has induced some critics to express the opinion that the American is capable of beating any of our heavy weights. Surely this is as though no title has can be given through the score of a McGuffey.

100

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26



The ancient stipulation that boy should stand on his head whilst portions of a will were being read was duly observed at Leighton Buzzard during the recent Ego-tionside celebration of Wilkes' charity. Thomas Wilkes, the founder, who was a prosperous London merchant in the early part of the 17th century, left test almshouses to the town and various properties for the maintenance. Funds for beating the bounds were left by his son Matthew, who specially provided for plumb rolls and their for youthful acrobats. The test has for some time been dispensed with, and at this year's celebration there was neither beating the bounds nor acrobats.

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Registered and Parcel Mails are close 15 minutes earlier than the time given below unless other wise stated, and where mails are advertised to close at or before 5 a.m. registered and parcel mail are closed at 5 p.m. on the previous day.

INWARD MAILS.

Europe via Negapatam—Per HONGHWA, 13th July, 9 a.m.
Straits—Per DILWARA, 13th July.
U.S.A. and Japan—Per TENYO MARU, 14th July.
Calcutta & Straits—Per SHINGO MARU, 14th July.
Straits—Per KAIYUKU MARU, 15th July.
Australia and Manila—Per AKI MARU, 18th July.

OUTWARD MAILS.

TO-MORROW.
Shanghai and North China—Per DILWARA, 13th July, 9 a.m.
Swatow, Amoy & Fuchow—Per HAIHONG, 13th July, 9 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAIJO, M. 13th July, 9 a.m.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Canada, United States, C. & S. America & EUROPE VIA CANADA—Per KATORI MARU, 13th July, 9 a.m.

MONDAY, 14th JULY.
Japan via Moti, Honolulu, Sao Paulo, C. & S. America & EUROPE VIA CANADA—Per KAIJO MARU, 14th July, 11 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per TALTHYBIUS, 14th July, Reg. 9.45 a.m. Letters 10.30 a.m.
The Parcel Mail will be closed on Saturday, 12th July, at 5 p.m.

Philippine Is.—Per TAMING, 14th July, 2 p.m.

TUESDAY, 15th JULY.
Shanghai and North China—Per SINKIANG, 15th July, 11 a.m.
Swatow, Amoy and Fuchow—Per QUINNEBAUG, 15th July, 11 a.m.

WEDNESDAY, 16th JULY.
Shanghai, North China & Japan via Kobe, Honolulu, Canada, United States, Central and South America and EUROPE VIA SAN FRANCISCO—Per ECUADOR, 16th July, Reg. 9.45 a.m. Letters 10.30 a.m.

THURSDAY, 17th JULY.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per MISHIMA M., 17th July, Registration 9.45 a.m. Letters 10.30 a.m.

Shanghai and North China—Per SUYIANG, 17th July, 11 p.m.
SATURDAY, 19th JULY.
Japan via Nagasaki, Canada, U. States, Central and South America and EUROPE VIA CANADA—Per MANILA M., 19th July, Reg. 8.30 a.m. Letters 9 a.m.

Japan via Nagasaki—Per AKI MARU, 19th July, 10 a.m.
Shanghai and North China—Per CHENAN, 19th July, 5 p.m.

MONDAY, 21st JULY.
Shanghai, N. China & Japan via Kobe—Per KAMO MARU, 21st July, 10 a.m.

TUESDAY, 22nd JULY.
Shanghai and North China—Per SUYIANG, 22nd July, 11 p.m.

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K. Kwei Mrs.
Bissell L. Machado Miss A.
Bissell Mrs L. Moore E W
Basto Miss A M Martin H C
Belamide A M Martin Mrs H C
Besson W. McKay A M
Besson Mrs W. Masquard Dr W.
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D'Almeida Geo. Rasul H G
Master. Starling F M
Di Ricci E R L. Silberman A.
D'Almeida S A. Sheppard A.
Durr Schmidt H. Sy Jon Chuan
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Haught Mrs F. Victorino L
Honigsberger L. Wallis Lieut D
Irvine Mrs A. Woodfield Wm C
James Harry S. Wing Kee
Kirkman S M. Wing F J
Korzin M. Walker W D

WEDNESDAY, 23rd JULY.
Philippine Islands, Australia & New Zealand via Thursday Island—Per NIKKO MARU, 23rd July, Reg. 8.45 a.m. Letters 9.30 a.m.

FRIDAY, 25th JULY.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per RADO MARU, 25th July, 11 a.m.

SUNDAY, 27th JULY.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per RADO MARU, 27th July, 11 a.m.

TUESDAY, 29th JULY.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per RADO MARU, 29th July, 11 a.m.

THURSDAY, 31st JULY.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per RADO MARU, 31st July, 11 a.m.

SUNDAY, 3rd AUGUST.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per RADO MARU, 3rd Aug, 11 a.m.

WEDNESDAY, 5th AUGUST.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per RADO MARU, 5th Aug, 11 a.m.

TO-DAY'S SHARE QUOTATIONS.

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Marine Insurances.	
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North Chinas n.	\$320
Unions b.	200
Yangtzes n.	25
Far Easters b.	23
Fire Insurances.	
China Fires n.	133
H. K. Fires b.	336
Shipping.	
Douglases n.	96 1/2
Steamboats b.	24
Indos (Pref.) n.	32
Indos (Def.) n.	160
Shells b. ex div. o. r.	210 1/2
Ferries b.	31
Refineries.	
Sugars b. 170 sa. 166/8/70	41
Malabons n.	41
Mining.	
Kailans b.	55 1/2
Langkats b.	19
Shanghai Loans b.	19
Shai Explorations b.	2
Rauhs b.	44/6
Tronohs n.	52/6
Urals b.	53
Docks, Wharves, Godowns, &c.	
H.K. Wharves b.	\$93
K. Docks b.	\$158
Shai Docks b.	\$143
N. Engineerings b.	\$28
Lands, Hotels & Buildings.	
Centrals b.	112
H.K. Hotels b.	123
L. Inves t. b.	121
H. phreys Est. b.	8.30
K'oon Lands b.	46
L. Reclamations n.	175
West Points n.	93
Cotton Mills.	
Ewos b.	\$305
Kung Yiks n.	\$33
Lau Kung Mows b.	\$237 1/2
Orientalis b.	\$105
Shai Cottons b.	\$214
Yangtzepeos b.	\$154
Miscellaneous.	
Cements b.	8.10
China Borneos b.	13
Do. Light b. 5.60 old b. 1.60 new	
China Providents b. 8 sa. 8.10	
Dairy Farms b.	23 1/2
Electrics H. K. sa.	75
Electrics Macao sa.	34
Hongkong Ropes sa.	31 1/2
Hk. Tramways b.	794
Peak Trams, old b. cts.	80
Do. new b. cts.	334
Steam Laundries b.	12
Steel Foundries n.	13 1/2
Water-boats b.	5.35
Watsons b.	12
Wm. Powells b.	29
Wisemans b.	29

Hongkong, July 12, 1919.

WEATHER REPORT.

July 11th 11h 50m.—No return from 1st an. Vidictosco, and 1st an. "b" in morning a decrease of slightly at the majority of reporting stations; decrease was not noted over Tungshai; 1st an. "b" was 0.5.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day 0.00 inch; since January 1st 37.91 inches; since 1st July 11.11 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON 10-MORROW.

District. Forecast.

1 Hongkong to Gap Road. The same as N. 1, fresh; 6 a.m. to 10 a.m. rain; 10 a.m. to 10 p.m. rain; 10 p.m. to 10 a.m. rain.

2 Formosa (Chamoi). The same as N. 1.

3 South coast of China b. 1. The same as N. 1, fresh; 6 a.m. to 10 a.m. rain; 10 a.m. to 10 p.m. rain; 10 p.m. to 10 a.m. rain.

4 4th coast of China b. 1. The same as N. 1, fresh; 6 a.m. to 10 a.m. rain; 10 a.m. to 10 p.m. rain; 10 p.m. to 10 a.m. rain.

C. W. LEPPERT, Chief Meteorologist.

Hongkong Observatory, July 11, 1919.

T. F. CLAXTON, Director.

METEOROLOGICAL.

Pay 11. Data On date.

1st an. at 6 a.m. to 10 a.m. 970 2.70 2970

1st an. at 10 a.m. to 10 p.m. 71 81 74

1st an. at 10 p.m. to 10 a.m. 8.4 4.4 3

1st an. at 10 a.m. to 10 p.m. 11 01 00 00

1st an. at 10 p.m. to 10 a.m. 11 01 00 00

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1st an. at 10 p.m. to 10 a.m. 11 01 00 00

1st an. at 10 a.m. to 10 p.m. 11 01 00 00

NOTICE.



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"POIS & PANS PEGGY"
A FUNNY NAME, BUT A GOOD PICTURE
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FULL OF THRILLS
TO-DAY'S MATINEE:
2.15 & 5 p.m.
BABY MARIE OSBORNE
IN
"JOY AND THE DRAGON"
HAROLD LLOYD
in
"WANTED \$5,000."

THE CORONET
TFL No. 1743. TFL No. 1743.
TO-DAY TO-DAY
at 2.30, 5.15 & 9.15 p.m.
ANTONIO MORENO & EDITH STOREY
IN
"ALADDIN FROM BROADWAY"
BRITISH GAZETTE No. 534-535 and COMEDY.
SUNDAY, 13th at 2.15 p.m.
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"GHOSTS"
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